



The Good and the Bad – Bicyclists' Experiences In Copenhagen

Snizek, Bernhard; Skov-Petersen, Hans; Nielsen, Thomas Alexander Sick

Publication date:
2012

[Link back to DTU Orbit](#)

Citation (APA):

Snizek, B., Skov-Petersen, H., & Nielsen, T. A. S. (2012). *The Good and the Bad – Bicyclists' Experiences In Copenhagen*. Abstract from 2012 Cycling and Society Symposium, London, United Kingdom.
<http://cyclingcultures.org.uk/cyclingandsociety.html>

General rights

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal

If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

Bernhard Snizek, Hans Skov-Petersen and Thomas Sick Nielsen

The Good and the Bad – Bicyclists' Experiences In Copenhagen

In order to design livable cities, a strategy of substituting motorized travel modes with non-motorized ones can be a solution to the problems of crowding/queuing and CO2 emissions.

Prior to investing into bike infrastructure, knowledge about bicyclists' behavior and their needs has to be generated. In order to fulfill these needs, an investigation into the bicyclists' experiences, whether bad or good is necessary. In this presentation we focus on a methodological approach to how bicyclists' experiences can be spatially related to urban features. This way the proposed method extends approaches based on route choices only by assessment of how commuters feel and what they experience while underway along a chosen route.

In connection to a detailed survey bikers were asked to pinpoint three good and three bad places along their route as well as sketch the route itself within an interactive, online questionnaire built on Google Maps. Grouped into sub-classes the bikers' responses were related to urban indicators such as scenic beauty, terrain, relation to other bicyclists, motorists and pedestrians etc.

By relating characteristics of the experience points and the routes to the traversed urban area in general, the significance of preconditions obtaining good or bad experiences can be evaluated. Thereby urban spaces can be mapped according to potential promotion of good or bad experiences. Further, the method could be applied to assess the effect of proposed changes to the urban design in terms of bicyclists' experiences.